

CHAPTER 7: WHAT'S NEXT?

Phase II:

Phase II is scheduled for completion by July 2007. The Phase II analysis will include a statewide needs analysis of airport facilities, passenger and air cargo transportation capacity, and demand and forecast market needs over the next twenty-five years with a more detailed analysis of the Puget Sound, Southwest Washington, Spokane, and Tri-Cities regions. While the analysis will address the forecasted needs of both commercial aviation and general aviation; the primary focus of the analysis must be on commercial aviation.

Airport Activity Forecasting and Market Analysis

Once complete, LATS will serve as the strategic plan for Washington's air transportation system, ensuring that the state has a safe and reliable network of airports to efficiently serve the needs of both residents and visitors. One of the most important steps in creating this strategic plan is the development of reasonable estimates of future demand. For general aviation airports, forecasts of based aircraft and aircraft operations will largely determine future facility requirements at system airports and help WSDOT and the FAA assess the relative costs and benefits of potential improvements and investments.

Market analysis of Washington's commercial airports will be conducted at the airports served by commercial airlines. If other airports exist with a consistent level of air service within the last decade, but currently lack commercial airlines, we will evaluate their market potential.

High-Speed Passenger Transportation Facilities and Services

The purpose of this task is to identify and evaluate potential opportunities for implementing high-speed passenger services between airports, cities, and activity centers in and around Washington State. High-speed transportation systems, such as maglev and high speed rail services, offer the potential to:

- Enhance the mobility of Washington residents and visitors traveling between the state's cities and other nearby cities and activity centers in Washington, Oregon and British Columbia; and

- Alleviate airport congestion levels by providing viable non-air traveling options for shorter intercity trips.

Phase III:

Near the end of Phase II the Governor will evaluate candidates that WSDOT's office will provide as potential members. The 10 members will include:

- WSDOT Aviation Director
- Director of Washington State Community, Trade and Economic Development (CTED)
- Member of Transportation Commission
- Two members of general public
- FAA technical expert
- Commercial airport operator
- Member of Growth Management Act (GMA) hearings board
- Washington Airport Managers Association representative
- Airline representative

The governor will appoint members to the Aviation Planning Council that will provide recommendations on how to best meet the statewide commercial and general aviation air transportation needs in the state. The Governor's Airport Planning Council will base its recommendations on the assessment and analysis completed in LATTS Phases I and II, as well as public input.

The Governor's Airport Planning Council will identify priority areas for aviation development and investment in Washington State with regard to existing or long-range airport needs. The Governor's Airport Planning Council is also expected to make recommendations regarding the potential placement of future/expanded commercial and general aviation airport facilities.

The Governor's Airport Planning Council will evaluate the findings and submit its recommendations to the governor, appropriate standing committees of the legislature, the transportation commission, and applicable regional transportation planning organizations. The legislative deadline for completion of Phase III is July 2009.